ON SCENE

THE NATIONAL MARITIME SAR REVIEW

DEPARTMENT OF TRANSPORTATION

U.S. COAST GUARD

ISSUE NO. 5-78

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DEPARTMENT OF THE INTERIOR JOINS NATIONAL SAR PLAN

The first new signatory agency for the National SAR Plan since 1969 came aboard on 19 July 1978 when Secretary of the Interior, Cecil D. Andrus, accepted an invitation for his department to become the sixth signatory of the plan. In addition, the Department of the Interior will be represented on the Interagency Committee on Search and Rescue by the National Park Service. The description of the SAR functions of Interior which will be included in the plan is:

> "Land managing components of the Department of the Interior or (DOI) provide search and rescue service on lands and waters administered by the DOI and may assist in operations on adjacent jurisdictions. The degree of responsibility assumed in each DOI field area depends upon the legislative and jurisdictional character of the bureau and field area. Thus, response may range from support of law enforcement authorities or other locally organized units to primary SAR coordination and execution. Similarly, components assume varying degrees of responsibility for preventative measures designed to afford greater protection to the visiting public."

SUGGEST SOMETHING USEFUL TODAY!

ON SCENE is a SAR publication published by the Commandant, U. S. Coast Guard as a source of information concerning current and proposed procedures as well as new developments in SAR. Articles contained herein are non-record and non-directive.

RESCUE AND SURVIVAL EQUIPMENT UPDATE By CWO Sam Maness, USCG

The following information is provided to keep you up to date on the projects currently being pursued by the Search and Rescue Division of Coast Guard Headquarters in the rescue and survival equipment field.

COAST GUARD RESCUE AND SURVIVAL SYSTEMS MANUAL (COMDTINST M 10470.10)

A new manual is being prepared to provide you with a single source of information for rescue and survival systems, with the exception of Aviation peculiar items which are covered in the Aviation Life Support Manual (CG-429). It is intended to provide maintenance instructions, inspection requirements, user information, procurement data, etc. We hope the first edition is useful, but actually expect the second and third to be vast improvements over the first, after the experts in the field provide us with the necessary corrections and additions. There will be a tear out sheet for comments in the back of the manual, so let us hear from you. The manual should be in the field within a few months.

PERSONAL FLOTATION DEVICES (PFD's)

When you consider the desirable characteristics for a PFD, one type keeps popping up as the best candidate -- you guessed it, the "inflatable." It is undoubtedly the most wearable PFD around and in most cases possesses the best flotation characteristics, which are two of the most desirable characteristics for a PFD. Its not all roses, however. There are disadvantages too, primarily subceptability to damage from misuse and corrosion. We have attempted to design an inflatable PFD which incorporates all the desirable characteristics and as nearly as possible eliminate the disadvantages. A prototype has been built that looks very promising. We plan to procure 30 to 40 for field evaluation and tests as soon as possible.

FLOAT COATS

The Stearns (FS-500) float coat is currently being evaluated for wearability by personnel in the First and Thirteenth Districts. This coat is a Coast Guard approved type III PFD that incorporates a wet suit liner for hypothermia protection.

WET SUITS

Our approach to the wet suit problem is currently directed at modifying the standard 2-piece, zippered wet suit into a dual-mode suit. The jacket is to be modified by installing a stowed crotch flap, slightly looser fit for the arms, and an attached hood designed to provide better neck and head protection. The rest of the suit will remain basically unchanged. The purpose of the modification to the jacket is to allow it to be worn alone during moderate temperatures conditions. Wearing just the jacket should substantially reduce the fatigue and discomfort associated with the current design. The jacket worn alone also reduces the undesirable flotation characteristcs produced by the inherent buoyancy of the wet suit trousers and boots. During extremely cold conditions the full suit will be required to provide adequate protection.

EXPENDABLE SURFACE CURRENT PROBES (ESCP's)

The expendable surface current probes are currently being distributed by Brooklyn Supply Center to WHEC, WMEC, WPB, WLB, WALB, WAGO class cutters and air stations. Most units probably have already received the ESCP's. If not, it shouldn't be long. Instructions for use of the ESCP's are contained in the Expendable Surface Current Probe Manual (CG-470), COMDTINST 3130.22 dated 23 February 1976, COMDTNOTE 3130 dated 14 December 1977. Also there is a simplified instruction sheet packed with each probe. The Commandant (G-OSR-4) would appreciate your comments on the operational use of the ESCP's.

EMERGENCY FLOTATION BAG (EFB)

The emergency flotation bag (EFB) was redesigned last year after reviewing comments received from Coast Guard districts. We plan to have the redesign EFB procured

and distributed to WPB's and Air Stations, other SAR units were provided with EFB's previously. Thereafter the purchase description will be used by the supply center for future procurement of EFB's. The redesigned EFB should eliminate the static sparking that is currently a potential problem when inflating the original EFB's. The new EFB is constructed of material that possesses over twice the puncture resistance of the original EFB's. The attachment system was changed in favor of attachment points located at each corner, each possessing sufficient strength to retain the EFB. The inflation assembly valve was replaced with a life preserver type (jerk to inflate).

AIRCRAFT DITCHING MARKER LIGHTS

Aircraft ditching marker lights are being deleted from affected cutter allowance lists. We no longer can justify their presence aboard cutters.

SHIPBOARD RESCUE RAFTS

Rescue rafts (not survival rafts) will be listed as an optional item on the allowance lists of affected cutters, allowing the Commanding Officer to retain or remove the raft as he see's fit. Do not confuse rescue rafts with crew survival rafts. There will be a small number of rescue rafts stocked by SICP for a period of time to support the cutters desiring to utilize the raft. Should the occasion arise requiring a raft for rescue purposes, one of the ships crew survival rafts could be used by cutting away the canopy material.

CREW SURVIVAL RAFTS

Coast Guard approved crew survival rafts are being used to replace the Navy MK-5 rafts. A large number of Coast Guard approved rafts have been procured and are being installed aboard selected cutters. In time we plan to completely shift to Coast Guard approved rafts. These rafts should eliminate the problems currently plaguing our Navy MK-5's. Other than exterior inspections, the new rafts will be inspected by approved servicing facilities.

SAR BOAT, 4-MAN RAFTS (RR-4)

We have developed a dual purpose raft for use by boat crews. It is intended primarily as a crew survival raft, but also incorporates features to allow it's use as a rescue device. The raft is basically a standard Coast Guard approved 4-man raft that incorporates a stowable canopy which is manually erected if needed. The raft also employs a large water ballast system that substantially improves stability.

NEW ITEMS IN COAST GUARD SUPPLY CENTER

To provide improved support for field units Brooklyn Supply Center has agreed to stock the following items:

1. Ethafoam 220, 5"x108", log (CG-5640-01-GGO-0659) and 15"x22"x1¼", plank (CG-5640-01-GGO-0660) used for Stokes Litter flotation.

2. Retro-reflective material, 1"x50 yards roll (CG-7690-01-GGO-0651) and 2"x50 yards roll (CG-7690-01-GGO-0653) used to mark PFD's, wet suits, helmets and other miscellaneous applications. Primer (item #4) must be used with this material for application to porous surfaces.

3. Retro-reflective material (2"x50 yard roll (CG-7690-01-GGO-0654) fabric backed, used for sew-on applications such as aviation survival vests.

4. Primer, pint (CG-8010-01-GGO-0658) used to provide a base when applying retro-reflective material (item #2) to fabrics and neoprenes.

5. Freon 22 Canister, 2 lb. (CG-1660-01-GGO-0661) used for inflation of emergency flotation bags.

6. Bag, plastic, polyethylene, 10"x30", Box (25 bags), (CG-3105-01-GGO-0652) used for stowage of emergency flotation bags.

The items should be in stock by October of this year. Future procurements of the above items should only be from Brooklyn Supply Center.

SHOULD YOU SEARCH A LITTLE LONGER?

Thinking about suspending that search? Read on and see if there aren't some ideas here which might cause you to continue a little longer. This incident occurred in the Third Coast Guard District. Air and water temperatures were around freezing throughout.

THE VOYAGE

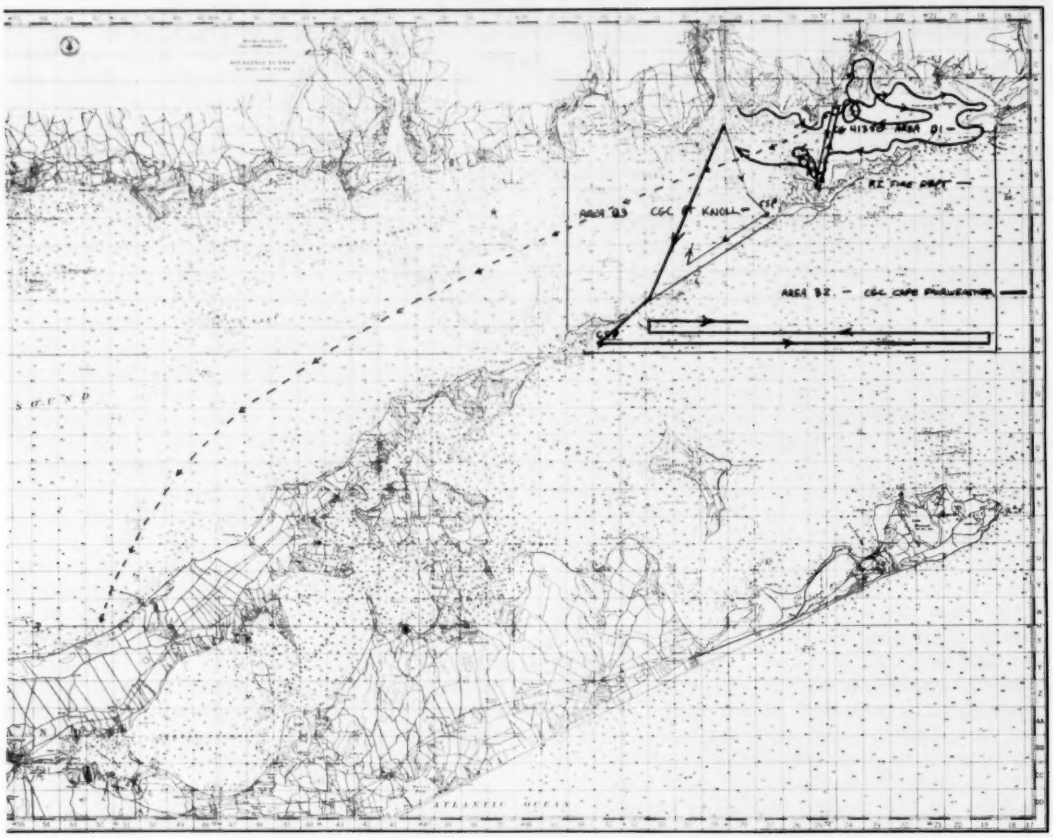
On 6 February 1978, two men departed Pirate's Cove Marina, Fishers Island, N.Y. at approximately 1145 en route to Noank, Connecticut in a 17 foot Boston Whaler equipped with an outboard engine. Weather conditions at the time at New London were: wind from ENE at 30 kts. with blowing snow. Two foot seas were running. The boat was within a few hundred yards of its destination when the engine failed. Restarting efforts were not successful. The boat then drifted for 18 hours, covered a distance of approximately 38 miles and came ashore approximately 2 miles west of Mattituck Inlet, Long Island, N.Y. At this point both men entered the water about 50 feet from shore and swam that distance to the beach, spending only a few minutes in the water. They then crawled to a nearby house where they were given hot baths and hot liquids. Both men were hospitalized and released after 48 hours of observation. They both were very stiff and very cold after their ordeal, were frostbitten on the hands and feet, but had no permanent injuries.

The boat sustained some damage to the hull but was recovered and returned to the owner. Personal flotation devices were available on board but were never worn by either of the survivors. Both men were wearing multiple layers of clothing which, they conclude, accounts for their relatively good physical condition at the end of the ordeal. They both also wore ski masks and gloves. One man described his apparel as follows: corduroy slacks with regular cotton undershorts, a cotton tee shirt, wool/cotton long sleeve shirt, long woolen sweater, coveralls (jump suit), and a nylon insulated parka with a snorkel type hood. All this was covered by plastic rain gear. He also had three pairs of woolen socks and a pair of leather/rubber hunting boots on his feet. When asked what he attributed their successful survival to, he credited their clothing and the fact that they both had survival training. He stated that he knew they could make it and they kept bailing and exercising all night long in order to keep up their circulation. Both men had extensive training and experience in survival techniques including survival trips with organizations located in Maine. One of them also worked as a survival instructor in the western United States. The other one's survival training included everything the Boy Scouts offered in this area including two-day survival outings.

An anchor and plenty of line were on board and available for use. One of the men deployed it at one time but decided to retrieve it due to the wind and sea conditions. He figured that they had more of a chance of being engulfed by a wave and swamped if the anchor were deployed. Most of the 18 hour trip was spent drifting with the anchor on board.

THE SEARCH

A search was started after the boat was reported overdue. Search and Rescue units used in this case included CGC CAPE FAIRWEATHER, CGC PT. KNOLL, and a 41 foot UTB from New London. The CAPE FAIRWEATHER searched from 1645 to 2030 and was secured due to visibility, wind and sea conditions. The PT. KNOLL searched from 1430 to 1920 and was also secured because of weather conditions. The 41 footer was used primarily for shore line searches from 1640 to 1930. The Fishers Island Fire Department boat also conducted a search of the area surrounding North Dumpling and South Dumpling islands, and at least one private fishing boat contributed to the effort. One of the fishermen who engaged in the search told a newpaperman the following: "...I headed out and covered the same ground as the SEA STRETCHER (the Fire Department boat) and the Coast Guard boats and came up with the same result. Then I had an idea. Off Noank, I cut the engines and just let the boat drift, just to see which way it went. I let it drift a good



while, maybe half an hour, and I thought to myself: Well, unless a wave got them they're going to bang right into Long Island. And sure enough that's what they did. I followed the current (drift) with power on but I never did spot them."

It is interesting that this fisherman came up with the idea of a "drifter" which is mentioned in paragraph 814.3 of the National SAR Manual as a means of estimating the drift of a search target.

A first light search was planned for the following day but before it could get underway, information was received that the men were safe ashore on Long Island.

LESSONS LEARNED

The SAR Coordinator stated that the following lessons could be learned from this incident:

a. Proper protective clothing could extend survival time well beyond that expected by reducing the chance of death from hypothermia;

b. SAR Mission Coordinators should be encouraged to review their SAR case termination policies by publicizing this incident and any others that may be similar.

c. This incident provides proof of the benefits of the program that has been undertaken by the Commandant in attempting to reduce the number of boating facilities caused by hypothermia/exposure;

d. The survivability and sea-keeping qualities of a 17 foot Boston Whaler and similar vessels can be impressive. This is the second such incident with this type that I am familiar with. These experiences are worth considering when thinking about terminating efforts involving this type of craft in severe weather conditions.

ON RECEIVING CALLS FOR HELP

In Issue 5-77 we ran an article on when to search for an overdue boat. In this issue we continue in the same vein, passing on helpful (we hope) comments on lessons learned from case studies, investigations, reports and complaints. This time we'll deal with problems associated with first reports of SAR incidents and our response to them.

BE CONCERNED WITH THE INDIVIDUAL

A problem which occurs from time to time in dealing with those who call us about a SAR incident is the one of giving the wrong impression----that is, leaving the informant with the feeling that we are unconcerned or that nothing is being done about his report. Often, this is a case of insensitiveness on the part of the person receiving the report, or at least he gives that impression. Remember, the person on the other end of the line is a worried individual and wants to know that he is talking to someone who cares.

Along the same line there is the case where someone reports an urgent situation and you, as the person taking the report, mechanically go by your check-off list, delaying taking action (or seeming to) while you collect a lot of relatively insignificant information on the list. Remember that the guy or gal calling in a distress from a sinking boat really wants to know right now what action you are taking to help them. In these kinds of cases, as soon as the WHO? WHERE? and WHAT? questions have been answered, get the wheels turning to respond, and tell the informant what is being done. The WHO? WHERE? and WHAT? consist of:

WHO is in trouble?

WHERE is their location?

WHAT is the trouble and
WHAT are their intentions?

Follow the practice of keeping the informants advised throughout the case. Keep them posted on significant happenings whether they have reported by phone or by radio.

RECORD THE INFORMATION

Don't forget to record the information you get. If you're lucky enough to be on a circuit with a tape recorder, you will have a voice record to go back to later for checking. But, even so, write down the essential information as you get it. And don't throw it away after the case is over. You're going to need it for the assistance report, and for the SAR case file that your unit is required to keep. Later on, all kinds of questions may be raised about the case which your record will be able to answer.

REMEMBER THE TAPES

While we are on the subject of records, let's not forget about those tapes. Whenever there is any doubt about the information you received, listen to the tapes or re-check your source. When you lose contact with your source, as sometimes happens with radio communications, the tapes can make the difference between success or failure. In one case reported by radio, the vagueness of the information as relayed to the RCC eventually caused the evaluation of the case as a hoax. It wasn't. The tapes later revealed additional information which had been missed by ear and which probably would have caused a correct evaluation as an actual sinking rather than as a hoax.

DON't DISCOUNT THE SOURCE TOO SOON

Finally, don't discount the source of information too quickly when it is received in unusual ways. There was this one case where a feeling surfaced that distress information received as the result of a Citizen's Band radio reported from some distance away should be given inferior treatment. Not so! Emergency information received by any means or from any source must be considered very carefully.

SAVE THE BOAT

An axiom of marine search and rescue quoted once before in this periodical is, "If you can save the vessel, you won't have to search for survivors." The deliverable salvage pump was the first outstanding tool to follow this axiom. Then came emergency flotation bags (the first modification now in the specifications stages). Now the Fast Delivery Sled, developed for the environmental protection mission, shows promise of a fall-out benefit as another means of saving leaking boats.

The following series of pictures shows how the sled may be used to lift a boat completely out of the water onto the sled and then be towed to port.

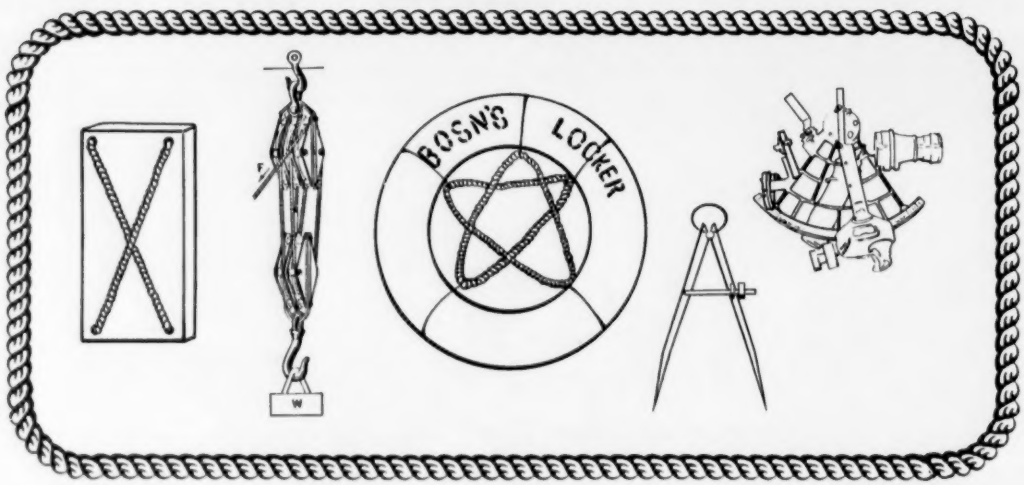
The stern of the sled is submerged by opening a 16 inch scuttle

The boat is winched and guided over the carrying compartment of the sled

The boat is secured in place. Adjustment of the large floats controls the depth of the sled's stern

After the sled is under tow, the water drains from the hull, the stern comes up and the sled hydroplanes

The first two sleds have been delivered to Miami and Norfolk. A total of 12 sleds will ultimately be distributed to various locations.



WATCH YOUR WATCH

Battery operated watches have been reported to affect magnetic compasses on vessels. An article on the subject from the Summer 1977 edition of "THE NAVIGATOR", the official magazine of the Coast Guard Auxiliary, is reprinted herewith for the benefit of OODs, helmsmen, boat coxswains, etc. who might encounter this problem.

"We have recently been informed by Charles K. Reaves, DSO-VE, 7th CGAUX that when you pilot a boat you should exercise caution to insure that your battery operated watch, in particular digital watches, if you are wearing one, does not affect your navigational compass.

Always being a skeptic, we took our large navigational compass to several local jewelry stores and checked to see if battery operated watches would affect it. The results were more than shocking. We discovered various amounts of deviation, both west and east occurred with several well known battery operated watches and in particular with digital watches. We tried this experiment holding the watch at various distances from the compass from six inches to five feet and still the deviation occurred, although less pronounced as the distance from the compass to the watch increased.

Therefore, we strongly recommend that if you wear a battery operated watch, and in particular a digital watch, CHECK FIRST WHILE AT YOUR SLIP AND SEE IF ANY DEVIATION OCCURS IN YOUR COMPASS WITH YOUR BRAND OF WATCH AND COMPASS.

KEEPING PACE WITH TECHNOLOGY

Base Mayport recently had a 19 foot I/O reported overdue on the St. Johns River which, like many overdue vessels, had no signal equipment to assist us in a night search. No flares, flashlights or running lights were on board, according to the reporting source. A little research by the Group Mayport Duty Officer, however, revealed that one of the three POB had a beeper similar to that of the Motorola Page-Com, and normally carried it with him at all times. Armed with this information and the telephone number of the answering service, the Duty Officer passed a message over the beeper that the Coast Guard was searching for their vessel, and requested that they show a light at the time that the Coast Guard Auxiliary searchcraft was expected in the area of highest probability. Sure enough, a light ---

generated when he burned his one paddle to attract our attention.

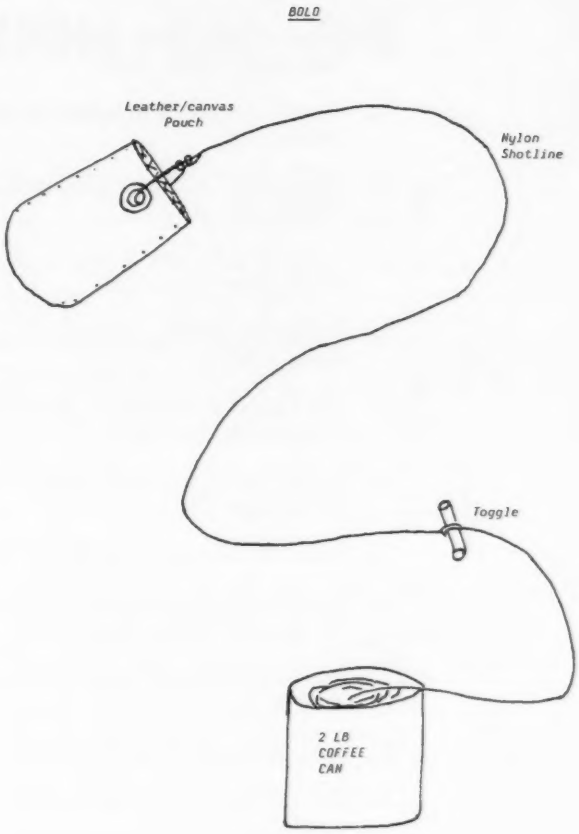
More and more people are becoming equipped with beepers - doctors, lawyers, technicians and maintenance personnel. Its another potentially effective communications resource, as in this case.

THE BOLO-A LINE THROWING DEVICE By CWO J. A. Paxton, USCG

The word "bolo" is derived from the Spanish Bola. The bolo is a variation of this ancient hand thrown weapon and consists of approximately 10 ounces of lead with rounded corners that has been padded and encased in a rubber, leather or canvas pouch. The pouch is attached to the end of a nylon shot line. A two (2) inch wooden toggle is secured to the line four (4) or five (5) feet from the weight. The remaining shotline is coiled into a bucket or can.

To use the bolo, a person grasps the toggle and twirls the weight about his head several times to gain momentum before letting go. A bolo person must be thoroughly trained, in order to develop the required skill, and practice is essential. The bolo can be lethal, therefore the same safety considerations as afforded the line throwing gun must be applied to the bolo.

The bolo is the preferred method of passing a shotline during daylight hours, with the line throwing gun reserved as backup. The advantages of the bolo over the line throwing gun, with competent handling are many. There are no mechanical or moving parts to malfunction. Accuracy and distance is limited only by the bolo persons skill and physical abilities. The bolo is easy and cheap to make, it requires little or no maintenance.



COXSWAINS, WATCH THAT HELO!

When you're maneuvering your boat near a hovering helicopter, don't drive under it! If you have to for any reason, be sure you can clear it! That's the lesson from an incident which recently occurred. A helicopter was hovering near a leaking vessel while it was being taken under tow by a Coast Guard vessel. Suddenly a 41 foot UTB drove beneath the helo, striking the left sponson and fuselage with the AM whip antenna. The boat came in from approximately the 7 o'clock position without communications and without the knowledge of the helo crew. Fortunately, neither the helo nor the UTB suffered any major damage.

BOAT CREW TRAINING LIBRARY

All units operating small boats will be receiving four additions to their training library very shortly. These books are meant to be used, especially by those personnel working on CG-313 qualifications. Keep them accessible and encourage their use.

Here's a complete list of books currently provided by Headquarters for this library (the new ones are listed last). If you would like to suggest others, or need additional copies of these, contact G-OSR-1 (FTS 682-1910) via the chain of command.

1. Reeds Nautical Almanac, East Coast Edition - Hearst Publishing Company
2. American Merchant Seaman's Manual, Fifth Edition - Cornell Maritime Press, Inc.
3. Modern Marine Engineers Manual, Vol. 1 - Cornell Maritime Press, Inc.
4. Modern Marine Engineers Manual, Vol. 2 - Cornell Maritime Press, Inc.
5. Oceanography and Seamanship (William B. VanDorn) - Dodd Meade Publishing Co.
6. Primer of Towing (George H. Reid) - Cornell Maritime Press, Inc.
7. Piloting, Seamanship, Small Boat Handling (Charles F. Chapman) - Hearst Publishing Co.
8. Power Boats in Rough Seas (Dag Pike) - International Marine Publishing Co.
9. Survival Afloat (Ron Biggs) - David McKay Publishing Co.
10. Questions and Answers on Rules of the Road (Robert J. Zeruba) - Cornell Maritime Press, Inc.
11. Diesel Fundamentals Service Repair (Bill Tubalt) - Goodhart Wilcox Co.
12. How to Repair Diesel Engines (Paul Dempsey) - Tabb Books
13. The Practice of Ocean Rescue (R. E. Saunders) - Ferguson and Sons
14. Tugs, Towboats, and Towing (Edward M. Brady) - Cornell Maritime Press, Inc.
15. Sea Sense (Richard Henderson) - International Marine Publishing Co.
16. Blue Book for 3rd Mates (W. A. MacEwen) - Cornell Maritime Press, Inc.
17. Blue Book for 2nd Mates & Masters (W. A. MacEwen) - Cornell Maritime Press, Inc.

18. A Mariner's Guide to the Rules of the Road (William H. Tate) - Naval Institute Press

19. Advanced First Aid Afloat (Peter F. Eastman, M.D.) - Cornell Maritime Press, Inc.

20. Encyclopedia of Knots and Fancy Rope Work (Raoul Graumout and John Hensel) - Cornell Maritime Press, Inc.

21. Coastal Navigation Step by Step (Warren Norville) - International Marine Publishing Co.

A WORD OF CAUTION ON THE 41 FOOTER

The Coast Guard 41' UTB is a super boat. It is faster, has better electronics, firefighting capability, lateral stability and general crew comfort than the old 40's. The closed cabin greatly reduces coxswain fatigue on long missions. It is quiet and warm.

BEWARE! This cozy living room can take you into rough seas and abruptly terminate your enlistment, if you don't remember what is going on outside, and the limitations of your boat. UTB means Utility Boat, not Unsinkable Tow Boat.

On December 17, 1974, a 41' UTB took in tow an errant 9 x 32 gong buoy and attempted to tow it to its base. The 2" line parted very quickly; doubling the line, the crew recovered the buoy and persevered. The winds grew to 20-24 knots, seas built to 8-10 feet. After an hour the towline parted again. Doggedly, the 41' swung about to circle the buoy; running before a heavy sea, the boat was caught by a large stern wave, rolled and capsized.

Three years later and 3,000 miles away, a 41' UTB became a last minute substitute for a 44' MLB on a night training mission. Cruising at 17 knots into an area of known bars and 8-12 foot breakers, the boat was struck by a large wave, rolled and capsized. Three trainees lost their lives.

In both of these incidents, the crew took their boat into a weather or wave situation beyond the design capability of the vessel. The vessel capsized, a known risk in waves over 8 feet or in breaking surf. Even so, the positive buoyancy of the boat kept it afloat for as long as seven hours. Air pockets were retained for over two hours, allowing plenty of time to plan and effect escape. If you should be caught inside after capsizing, remain calm. Remove your PFD if necessary, feel your way to the sliding windows of the cabin door and climb out. Remain with the boat; it will keep you afloat, and provide a bigger target for rescuers. A Commandant Notice is being issued containing detailed information on survival techniques.

Used for its intended purposes, the 41' UTB is as capable and safe a vessel as modern naval engineering can produce. Even taken well beyond its design limits, it has shown itself able to survive in rough weather and provide a survival platform. Capsizing is an extreme and costly embarrassment; but this boat can carry its crew safely, even upside down.

PRIMARY RULES

1. Know your boat and recognize its limitations. The 41' UTB is a deep V planing hull with a flat transom. Caught in a heavy following sea or breaking wave, only the most skilled coxswain, devoting full attention, can prevent a broaching situation.

2. The old 40' UTB with its open well deck would take only a 36° list before she'd swallow water and dive for

Contd...on page 15

A NEW SAR DATA SYSTEM, WHY?

By LT(JG) Yvonne M. Shipley, USCGR

A few of you may be asking, What is the SAR Data System? What good is it? And more recently, Why change it!

To answer the first question, the SAR Data System encompasses the total flow of SAR Data from the original Assistance Report at the unit level to manual editing and review of the report at the group and district levels, to the computerized master file (Data Base) at headquarters level.

The data on the Assistance Report is coded information describing various aspects of a particular SAR Case, such as: the nature of the incident, the responding Coast Guard facility, the type of distressed unit, the type of assisting Coast Guard resource, and the type of assistance rendered.

This data is then inserted into the computer through punch cards or magnetic tape. This information is edited for correctness by various computer programs. Data which is found to be correct is then placed on the SAR Master File.

Now that you know what the SAR Data System is, let's look at why the system exists. Information on the master file is used by various levels of management (Unit to Headquarters) for such decision-making purposes as personnel training, facility management, resource acquistion, and program evaluations. In order to make valid program decisions, quality data (information) is needed.

As you know, responsible program management cannot function without information, both historical and current. Thus the data system exists to provide information to better manage the overall SAR System. To effectively plan for the future of Search and Rescue (personnel, facilities, and resources), we must rely on past data to show workloads, trends, and benefits derived from responding to distress incidents.

So where does all this data come from? It comes from the Search and Rescue Assistance Report. Yes, that same report which you fill out at the conclusion of each SAR case. As time-consuming as it may seem, it does serve a very useful and important purpose. It may not seem to matter now whether that report is filled out or not, but in the long-run its effects are felt through the planning and budgetary process. In other words, improperly completed Assistance Reports could effect the personnel manning, or replacement of SAR vehicles, at your unit!

Within the past three years, it has become apparent that the data available was rapidly becoming inadequate. The changing face of SAR, brought about primarily by the explosion in Recreational Boating Activity, was evidence of a need to re-vamp the present system of data collection, and introduce a new system.

Initially, it was envisioned that a few modifications to the data codes would be enough; but as the overall SAR program was examined more closely, it was found that more extensive changes had to be made to produce the desired information. The following brief summary reflects the most significant changes:

1. The new SAR Data System Manual (CG-523) contains information and guidance necessary to operate all facets of the data system. It supersedes all previous publications and directives including the SAR Reports Manual (CG-397) and the SAR Edit Error Manual. The manual is divided into three basic sections; (1) data collection and reporting, (2) data entry and data base completion, and (3) data retrieval.

2. The new SAR Assistance Report (CG-5151) replaces both the current Assistance Report (CG-3272) and the Multi-Unit Case Summary Report (CG-3272A). The simplified form should reduce data entry errors and data duplication.

3. The SAR Incident Report Folder (CG-4512) is intended to serve as the operational unit SAR Case File. All information pertinent to that specific incident shall be inserted and retained as a permanent Coast Guard record.

4. The Auxiliary SAR Incident Report (CG-4612 Aux) will be submitted by auxiliarist for every instance in which assistance is rendered. The data will be

inserted into both the SAR Data System and the Auxiliary Management Information System (AUXMIS). This form replaces the USCG Auxiliary-Casualty/Assistance Report (CG-3937).

5. For Multi-Unit Cases, only the SAR Mission Coordinator (SMC) will submit case data ("B" Section of the Assistance Report). Other responding units will complete only the identification ("A" Section) and the sortie ("C" Section) data of their Assistance Report, thereby indicating their specific participation in that case. This new procedure will negate the need for submission of the Multi-Unit Case Summary Report (CG-3272A).

The revised SAR data collection and Reporting Procedures become effective on 1 October of this year. Our objectives have been to simplify the reporting criteria, produce a more informative and readable manual, and reduce the administrative burden in completing the Assistance Report Form. We recognize and appreciate the time and effort of those who contribute to the quantity and quality of the SAR Data Base. Let's make 1979 the best year ever!!

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41 Footer Contd... from page 13

the bottom. In contrast, the 41' UTB will recover easily from lists up to 75°; once past that point, it will roll to 180° and hold, but it will float easily in that position for several hours. It's not an MLB, but it is a lot more boat than the 40' that it replaces. It will keep you afloat if you don't panic.

3. Learn expected weather conditions and pay attention as they change. Ask yourself the consequences of an aborted mission. If weather or waves approach the edge of your boat's known design limits, are you on a life saving mission? If not, you may save more lives by returning to base.

Distribution (SDL No. 107)

A: v(6);u(5);acdefghmn(3);ijkly(2);prs(1)
B: g(40);ce(25);fhn(10);b(5);ij(3);km(2);lopqst(1)
C: a(5);bdi(3);ot(2);efghjmnprsuw(1)
D: ltuvx(2);adgjknoqyz(1)
E: kln(1)
F: bcjkmp(1)
H: abceg(1)
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